

Business Planning, Benefits, and Risk Analysis

Cost and Schedule Risk

The Antelope Valley option offers the best chance for minimizing construction period risks:

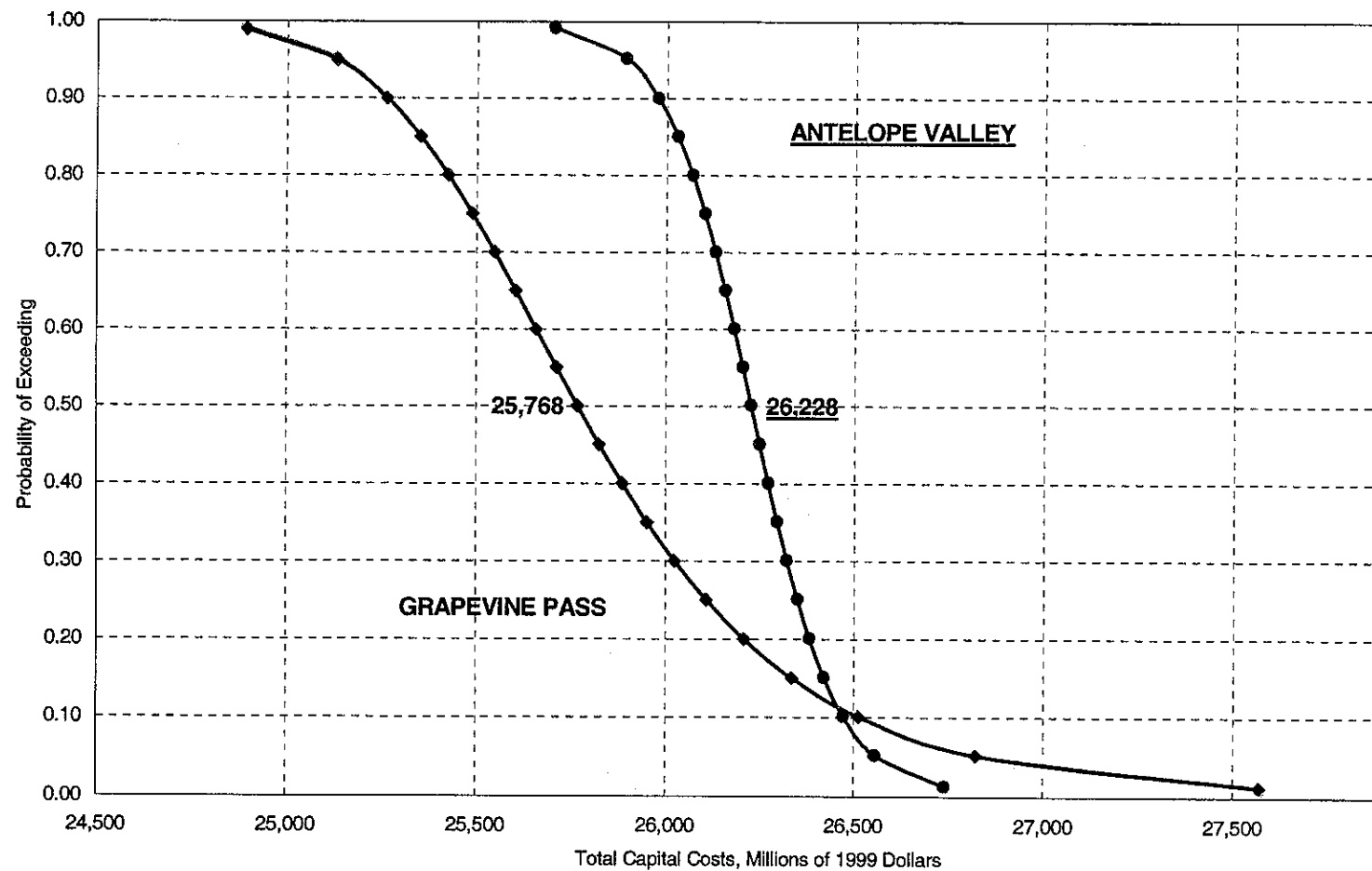
- Less tunneling (17 miles) means less risk of construction cost overruns**
- Less tunneling means less risk of delay and associated cost increases**

March 1, 2000

HLB Decision Economics, Inc.

Business Planning, Benefits, and Risk Analysis

Capital Cost Risk: Antelope Valley vs. Grapevine



March 1, 2000

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Business Planning, Benefits, and Risk Analysis

Summary of Results

- **Ridership and Revenue**
- **Economic Integration**
- **Economic Viability**
- **Construction Risk**



March 1, 2000

HLB Decision Economics, Inc.

**The Antelope Valley HSR Alignment:
The Best Choice for California**

Endorsements of the Antelope Valley Alignment

March 1, 2000

HLB Decision Economics, Inc.

Endorsements of the Antelope Valley Alignment

Los Angeles County Board of Supervisors



MINUTES OF THE BOARD OF SUPERVISORS COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

Joanne Sturges, Executive Officer
Clerk of the Board of Supervisors
383 Kenneth Hahn Hall of Administration
Los Angeles, California 90012

At its meeting held July 6, 1999, the Board took the following action:

4

Supervisor Antonovich made the following Statement:

"The High Speed Rail Antelope Valley Alignment together with the Palmdale Station will provide high speed passenger service to 37% more riders than the proposed route directly from Bakersfield to Los Angeles through the Grapevine Pass. According to the Southern California Association of Governments (SCAG), northern Los Angeles County will experience the largest increase in population during the next 20 years. Palmdale and the surrounding communities have one of the fastest growth rates in the State of California. It is essential that this region be included in the High Speed Rail route in order to accommodate this growing population.

"Providing High Speed Rail service to the Antelope Valley, rather than through the Grapevine Pass, will increase economic benefit for the region and also for the State of California as a whole. The estimated economic development benefits for the State of California with the Antelope Valley alignment are between \$190 million and \$479 million.

"According to the Los Angeles Economic Development Corporation (LAEDC), there is an annual industrial space deficit of 11 million square feet, which could lead to a potential loss to Los Angeles County of more than \$10 billion over the next five years. In order to avoid the loss of the County's tax base, it is essential that the high speed rail alignment be placed through this growing portion of Los Angeles County. The High Speed Rail Antelope Valley Alignment will provide transportation incentives necessary to attract industries to one of the few places in Los Angeles County that can sustain residential and industrial development.

(Continued on Page 2)

- 1 -

Syn. 4 (Continued)

"The High Speed Rail Antelope Valley Alignment will also provide the backbone for the transportation improvements necessary to attract airlines to the Palmdale Airport."

Therefore, on motion of Supervisor Antonovich, seconded by Supervisor Knabe, unanimously carried, the Board took the following actions:

- a. Went on record in support of the High Speed Rail Antelope Valley Alignment and the Palmdale Station which will provide high-speed passenger service to the Antelope Valley; and
- b. Instructed the Executive Officer of the Board to send a letter to the High Speed Rail Authority expressing the Board's position.

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Copies distributed:
Each Supervisor
Chief Administrative Officer
County Counsel

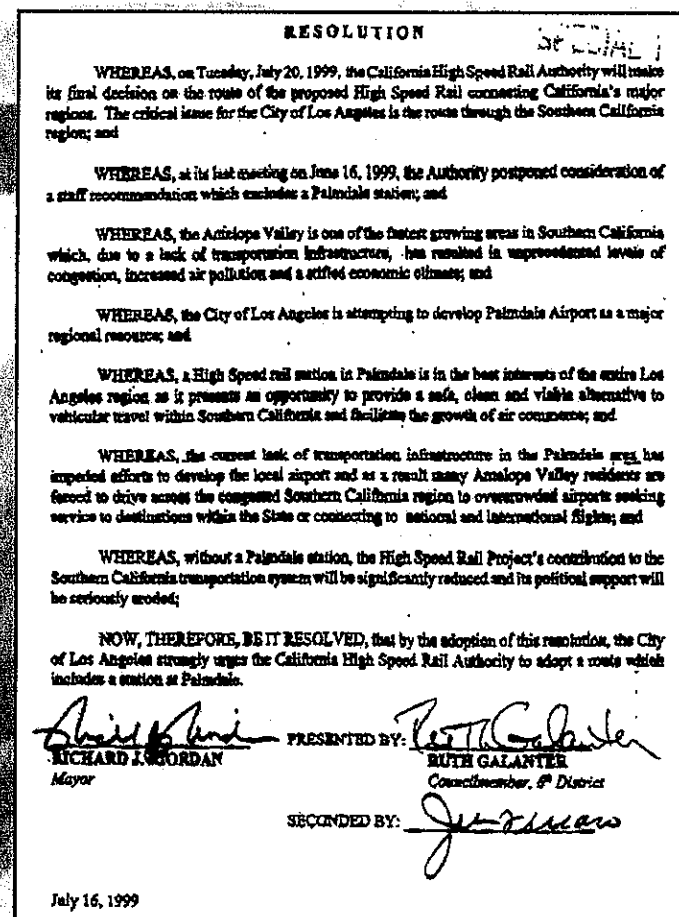
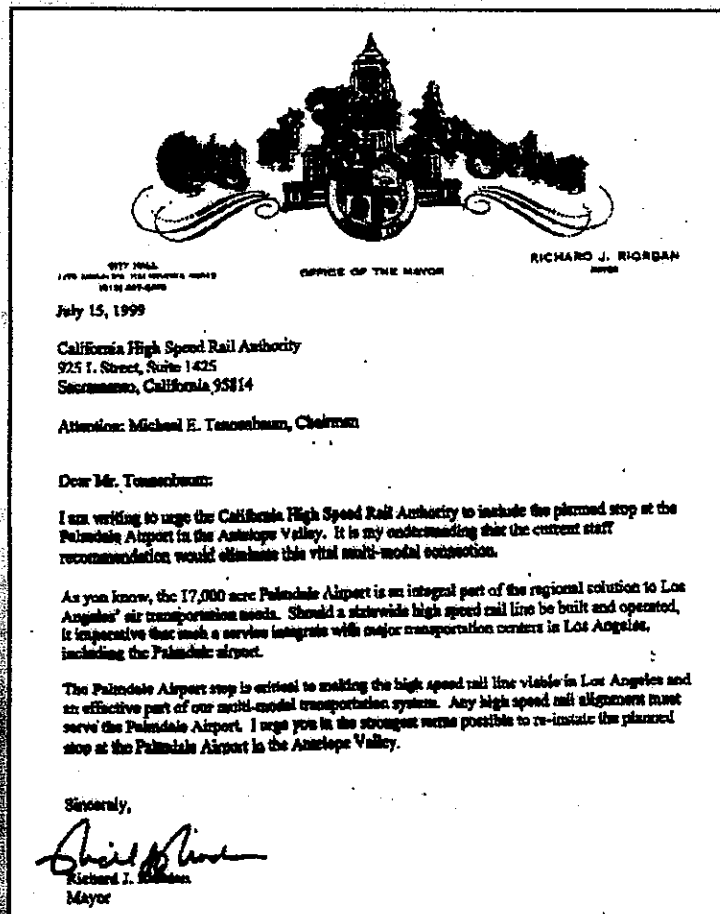
Letter sent to:
Director, High Speed Rail Authority

March 1, 2000

HLB Decision Economics, Inc.

Endorsements of the Antelope Valley Alignment

City of Los Angeles




March 1, 2000

HLB Decision Economics, Inc.

Endorsements of the Antelope Valley Alignment

LAWA -- Board of Airport Commissioners

 **Los Angeles World Airports**

RESOLUTION NO. 20730

WHEREAS, the State Legislature has enacted legislation creating a California High Speed Rail Authority (CHSRA), with the legislative direction to develop a business plan for a high speed and very high speed rail program for the State; and

WHEREAS, the CHSRA has commissioned a series of technical studies evaluating various factors to be considered in the development of high speed rail plan and program; and

WHEREAS, the work of the CHSRA is addressing some of the same technical, environmental, and financial issues analyzed by the California Intercity High-Speed Rail Commission; and

WHEREAS, in 1996 the Los Angeles Board of Airport Commissioners urged the Commission to adopt a high speed rail alignment serving Palmdale Regional Airport; and

WHEREAS, in December, 1996, the California Intercity High-Speed Rail Commission filed a report with the State Legislature, entitled, "High Speed Rail Summary Report and Action Plan," which included a recommended route alignment directly serving the Antelope Valley and the Palmdale area; and

WHEREAS, Los Angeles World Airports has consistently supported the development of a regional multi-modal transportation system serving major activity centers, and the regional airport system, including Los Angeles International, Ontario International, and Palmdale Regional Airports; and

WHEREAS, Los Angeles World Airports has been working cooperatively with the City of Palmdale to develop a Memorandum of Understanding that sets out the Agreement as to the development of Palmdale as a viable regional airport; and

WHEREAS, Los Angeles World Airports has committed to the development of Palmdale Airport as part of the regional solution to provide services to meet the passenger demand in the five counties area; and

WHEREAS, Los Angeles World Airports has studied the demand and the growth potential of Palmdale Airport and has committed itself to a strategic plan to maximize that growth potential; and

WHEREAS, the Los Angeles City Council at its June 15, 1999 meeting adopted a Resolution declaring its support for the high speed rail alignment that runs through the Antelope Valley and includes a stop at Palmdale; and

WHEREAS, the CHSRA is scheduled to adopt a preferred high speed rail alignment at their July 20-21, 1999 meeting in San Francisco; and

WHEREAS, this action, as a continuing administrative activity, is exempt from the requirements of the California Environmental Quality Act as provided by Article III, Section 2.f of the Los Angeles City CEQA Guidelines; and

WHEREAS, actions taken on this item by the Board of Airport Commissioners will become final pursuant to the provisions of the Los Angeles City Charter Section 32.3;

LAW
Deputy
Van Noy
Palmdale
City of Los Angeles
Richard J. Herrera,
Mayor
Board of Airport
Commissioners
John J. Angelo
President
Patricia Mary Salvendy
Vice President
Miguel Contreras
Warren W. Vandy
Leland Ware
John J. Dwyer
Executive Director

1 World Way B.O. Box 02286 Los Angeles California 90002-0286 Telephone 310 646 5752 Fax 310 646 0623

Resolution No. 20730

-2-

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners determined that this action is exempt from CEQA requirements, adopted the Staff Report, and further requests the California High Speed Rail Authority adopt a statewide high-speed rail route alignment which serves the Antelope Valley and City of Palmdale.

o0o

I hereby certify that the foregoing is a true and correct copy of Resolution No. 20730 adopted by the Board of Airport Commissioners at a special meeting held Wednesday, July 7, 1999.



Sandra J. Miller - Secretary
BOARD OF AIRPORT COMMISSIONERS

March 1, 2000

HLB Decision Economics, Inc.

Endorsements of the Antelope Valley Alignment

Kern County Board of Supervisors

RECEIVED
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ADMINISTRATIVE


BEFORE THE BOARD OF SUPERVISORS
COUNTY OF KERN, STATE OF CALIFORNIA

In the matter of: Resolution No. 99-180
Reference No. _____

SUPPORT OF THE HIGH SPEED RAIL
ANTELOPE VALLEY ALIGNMENT AND THE
PALMDALE STATION

I, DENISE PENNELL, Clerk of the Board of Supervisors of the County of Kern, State of California, do hereby certify that the following resolution, proposed by Supervisor Parra, seconded by Supervisor Patrick, was duly passed and adopted by said Board of Supervisor at an official meeting hereof this 22th day of June, 1999, by the following vote, to wit:

AYES: Mcquiston, Perez, Patrick, Peterson, Parra
NONE: None
ABSENT: None


DENISE PENNELL
CLERK OF THE BOARD OF SUPERVISORS
COUNTY OF KERN, STATE OF CALIFORNIA
By: [Signature]
Deputy Clerk

RESOLUTION

Section 1.

WHEREAS:

(a) The Antelope Valley Alignment coupled with the Palmdale Station will provide high speed passenger service to the millions of people who will call the high desert their home in the coming century. This route will serve not only northern Los Angeles County but southeastern Kern County and the high desert portion of eastern San Bernardino County; and

(b) The Antelope Valley Alignment via Tehachapi will also facilitate the best rail alignment for serving the metropolitan Bakersfield Station; and

- (c) The Antelope Valley Alignment will cost an additional \$240 million and will add approximately 35 miles to the route, expanding the rail services customer base by millions in the coming years; and
- (d) The Antelope Valley Alignment will re-establish passenger rail service between the High Desert and the Central Valley; and
- (e) The High Speed Rail Authority staff recommends the Inland Empire route serve Ontario Airport and the City of Riverside which makes a Palmdale Station a destination of choice for the High Desert residents of San Bernardino County:

Section 2.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Supervisors of the County of Kern, State of California, as follows:

1. The Kern County Board of Supervisors supports the Antelope Valley Alignment and the Palmdale Station.
2. Copies of this resolution shall be forwarded to:

California High Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

William J. "Pete" Knight, Senator
17th District
State Capitol, Room 5082
Sacramento, CA 95814

George Runner, Assemblyman
36th District
State Capitol, Room 6027
Sacramento, CA 95814

James C. Ledford, Mayor
City of Palmdale
38300 North Sierra Highway
Palmdale, CA 93550

Frank Roberts, Mayor
City of Lancaster
44933 North Fern Avenue
Lancaster, CA 93534

COPIES FURNISHED:
<u>for above</u>
<u>for above</u>

March 1, 2000

HLB Decision Economics, Inc.